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Commission Brokers Are Shying at Margin Accounts, Apprehending a Tumble-But the Bulls Say There's Not Cotton Enough to Go Around.

17.55 CENTS HERE.

On another wild rush to buy, July cotton sold on the New York Cotton Exchange resterday at 17.55 cents a pound, or 67 points above Saturday, a rise of \$3.35 cents a bale. On the New Orleans Cotton Exchange the same delivery sold at 18, and predictions were wired by bulls in that city that the price in the near future would touch 20. Nearly all the advance was held up to the close of the market here, the July delivery closing at 17.49. About as great advances were made by the other monthly

Spot cotton in the local market was marked up half a cent to 17.25. Prior to yesterday cotton had not passed the 17 cent mark here since 1875. Still higher prices, however, were reached in the three years preceding that-18% cents in 1874. 213 cents in 1873 and 27% cents in 1872, in which year, like the present, there was wild speculation in cotton based upon a short crop. The high price of civil war times was \$1.90 a pound in 1864. The aggressive personal buying on the

floor of the Cotton Exchange yesterday by Daniel J. Sully, the local bull leader, exerted, as it has done heretofore, much influence in carrying prices further sky-ward. Much caution is being displayed commission brokerage houses which fear that the crash which came in stocks with the shock of the corner in Northern stock on May 9, 1901, may be re-Pacific stock on May 9, 1901, may be repeated in the cotton market through a sudden topping over of the speculative edifice erected by the bull forces. Because of this fear many commission brokerage houses are refusing margin accounts in cotton, preferring to lose the profits from commissions rather than talks the risk that a cotton page might ake the risk that a cotton panic might

Nevertheless, the bulls in the cotton market appear just as confident as ever, and vesterday afternoon a representative of an interest that is training with the Sully forces said: "All there is to it is that a general worldwide awakening rethat a general worldwide awakening regarding the scarcity of cotton is now going on. Continental Europe and England are joining in the scramble for the staple, and no one can tell how high prices will go."

The United States Sub-Treasury yesterday transferred by telegraph to New Orleans \$500,000, on applications made by Orleans \$500,000 on applications made by local banks. It was supposed in Wall Street that this transfer, like other recent money transfers to the Southern city, had something to do with the big speculation

in the cotton market. September coffee, in which Sully has been active recently, got up as high as 9.10 cents a pound yesterday and closed at 9, compared with 8.80 cents on Saturday. Trading was heavy. Wall Street houses sent in big buying orders and Europan orders also appeared, but the feature was the buying orders from New Orleans. It was rumored that Col. W. P. Brown, like Sully, had gone into coffee.

BAXTER DEBTS \$600,000, MAYBE. Fatture Due to the Cotton Speculation Yet to Be Cleared Up.

George J. Vestner, the assignee of A. B. Baxter & Co., the \$300,000 brokerage corporation which failed on Saturday, was in charge of the company's offices at 61 Broad-

"It is too early to give figures," said Mr. Vestner. "If it is of any interest, though, I can tell you that a young man here who that the company's earnings were showing is a pretty good guesser guesses that the up very badly, whereas this reaction has been liabilities will be around \$500,000. I should

ore liability attaches to the stockholders."

Mr. Vestner was asked how many bales The understanding is that the Atlanta branch and our Southern correspondents had many customers who had sold cotton. Cotton went up, and when the company had raised \$248,000 to carry its customers it tried to get more margins from the customers. They failed to come up and the company went down. The \$246,000 is gone, of course." In regard to E. E. Smathers, the horseman, Mr. Vestner said he had no connection

man, Mr. Vestner said he had no connection with Baxter & Co.

"Mr. Smathers, as I have found," said the assignee, "was a member of Murphy & Co., whom Baxter & Co. succeeded. Mr. Smathers sold out his business at that time and has since had no connection with his former business."

dantly supplied, and there seemed to be more of other stocks than was wanted. The extent of the demand for Union Pacific created some comment.

Houses whose information on Atchison is usually of a very reliable character appear to be much impressed with the buying they

BECHTEL CASE CHARGES.

District Attorney Lichtenwalner Gets a Month in Which to Answer Them.

filed with Judge Trexler in chambers last Friday against District Attorney Licht-

The District Attorney's accuser is Allison K. Brobst, son-in-law of Mrs. Bechtel, who alleges that Mr. Lichtenwalner acted in an indecent and disorderly manner at the Bechtel home on the day of the discovery of the murder of Mabel Bechtel and that upon at least two occasions during the trial of the cases that grew out of the murder he was not in a fit condition to perform his official duties and was thus guilty of nerversion of instice.

Atchison as a speculation above 71 than around 70. A good many traders would rather buy it as a speculation above 71 than around 70. A good many traders would rather buy it as a speculation above 71 than around 70. A good many traders would rather buy it as a speculation above 71 than around 70 and 71 and would mean to them that the tween 70 and 71 and would have to go higher to get more. Meanwhile it is not forgotten that the Western bull crowd got heavily into Atchison as a speculation above 71 than around 70. A good many traders would rather buy it as a speculation above 71 than around 70. A good many traders would rather buy it as a speculation above 71 than around 70. A good many traders would rather buy it as a speculation above 71 than around 70. A good many traders would rather buy it as a speculation above 71 than around 70. A good many traders would rather buy it as a speculation above 71 than around 70. A good many traders would rather buy it as a speculation above 71 than around 70. A good many traders would rather buy it as a speculation above 71 than around 70. A good many traders would rather buy it as a speculation above 71 than around 70. A good many traders

plaint are not in proper form and that Mr. Brobst is not the party aggrieved. He will also make a general denial of the charges.

Uncle Sam's Bank Now Open to 4:30. The Treasury rule which established half-past 4 o'clock as the end of the working day limit went into effect here yesterday in the Custom House, the Appraiser's Stores and the Sub-Treasury. It applies to everybody. The official hour of closing at both the Custom House and Sub-Treasury has been 4 o'clock, but in practically all departments every one has worked until 4:30 and often much later. At the Custom House hereafter payments will it is expect the received until it is too late to get the this level." day's collections into the Sub-Treasury

Increase of National Bank Notes.

Washington, Feb. 1.—The amount of national bank notes in circulation on Jan. 31 was \$426,857,627, which was an increase of \$1,894,609 for the month and \$42,884,081 compared with the same date last year.

The amount of Government and other here sold stocks freely on the Gates crowd's here sold stocks freely on the Gates crowd's onds deposited with the Treasurer by national banks to secure circulating notes and the deposits of public funds is \$559,-673,540, of which \$496,337,400 are 2 per cents, \$23,204,170 State and city bonds, \$3,000,000 Philippines certificates and \$1,092,000 Hawaiian bonds.

GOSSIP OF WALL STREET.

There was very little character, board men thought, to either the buying or the selling in yesterday's market. They were unable to say last night which had been the better, but in their opinion it didn't matter much, transactions signifying so little for either account. The trading was largely professional. Pool orders were conspicuously lacking, except in two or three stocks, which were evidently supported as an evidence of good faith. I eems to be the general impression that the Western bull contingent is still standing nder the market, holding it up with as few stocks as possible, awaiting some psychological moment at which to attempt another demonstration to sell on. The mental and other conditions existing vesterday evidently were not considered favorable, for traders who tried to rally the market got little or no assistance from Western quarters. A good many traders thought the market should have recovery, and bought stocks for a turn. The net results of their operations were not satisfactory.

The shrinkage of bond transactions on the Stock Exchange since what many believe to have been the culmination of the Western crowd's campaign ten days ago has been quite as extraordinary as their previous expansion, but it has not called forth one-tenth as much comment. The total transactions in yesterday's bond market amounted to \$1,885,500, as compared with \$4,339,500 on Monday of last week and \$7,065,000 on Jan. 21, the day Harris, Gates & Co. had their big

A slightly higher range of quotations from the American quarter of the London market failed of any response here. The market opened weak under an accumulation of miscellaneous selling orders, and sentiment was adversely affected by the con-tinued pressure upon Steel preferred and the somewhat violent decline of Brooklyn Rapid

The weakness of Brooklyn Rapid Transit in the forenoon was generally attributed to the liquidation of a political long interest that had become dissatisfied with the speculative management of the stock. Some thing of this sort had been expected for several weeks, rumors having reached Wall Street from political sources uptown of acute discontent on the part of a miscellaneous following that bought stock on a higher level expecting to get 60 for it. The price has been sagging slowly for some time, and it is said that brokers are already calling upon the alleged political interest for more mar-gins. If this is true these belated political speculations must have been weakly margined. The statement that definite promises of putting the stock to 60 were given is not susceptible of confirmation. Sidney Schuyler was the principal seller yesterday morning. He sold about 3,000 shares in the first fifteen minutes of trading and continued during the forenoon until he had sold in all between 7,000 and 8,000 shares. Traders went in and offered the price down, catching stop loss orders on the decline. The price rallied one point from the lowest, and closed at a net decline of % per cent.

It is said that the Well party has been selling the market quietly since about the middle of last week.

There seemed at times yesterday to be very little Pennsylvania for sale, and traders were able to bid it up with lots of 100 and 200 shares. They got it up to 121, where the selling became more active. In the first half hour the price touched 120 for the second time since the reaction from 1231/4, but it quickly rallied, owing to the absence of selling pressure and the disposition of traders to work on the long side for a turn. The buying around 120 was considered good. On the stock's recent advance the selling continually looked better than the buying. whereas on the reaction from above 123 the buying has looked better than the selling On the advance it was persistently reported accompanied by reports of a very different liabilities will be around \$500,000, although I don't want to give any impressions which may be upset later by the facts.

"The \$300,000 of stock was full paid, so no "The \$300,000 of stock was full paid, so no tall stock."

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"The \$300,000 of stock was full paid, so no tall stock." strength on this level is that one of the big insurance companies purchased a large Mr. Vesiner was asked now many bales of cotton the company was carrying for customers and if any of this had been sold.

"I don't know these things yet," he answered. "I don't know how many bales we had nor how much, if any, has been sold. In fact, I know little of these details.

The understanding is that the Atlanta supply for a while. The market seems to supply for a while. The market seems to show that in one way or another a good deal of stock has lately been taken from the floating supply.

The demand for stocks in the loan department yesterday afternoon was hardly as large as board men expected to find it. Steel preferred and Pennsylvania were in active demand at 1½ per cent., but they were abundantly supplied, and there seemed to be more

have seen in the stock and intimate that rival companies have increased heavily their interest in that property. It is said that purchases of at least 60,000 shares during the past ten days can be traced to one bank. ALLENTOWN, Pa., Feb. 1.—The charges of misconduct and gross negligence that were great deal of scepticism as to the good character of the buying. Some are far from being convinced that it is as good as it looks, enwalner occupied the attention of court in that there has been in the past more alleged open session for about two minutes this buying of Atchison for control than of any morning, when the accused official obtained other one stock. These critics call attenmore than a month's time to prepare his | tion also to the fact that if the buying o Atchison on this level has been in the na ture of permanent absorption, there must have been, on the other hand, a large amoun of it for sale around 70. A good many trader The District Attorney has not indicated what his answer will be, but it is intimated that he will attack the regularity of the proceedings and that he will allege that the affidavits which form a part of the complaint are not in proper form and that Mr. Atchison lends itself more readily to the waiting manipulation of the Western crowd than some other stocks might, it is being supported in this manner for effect.

It is believed that the proposed introduction of Atchison into new foreign markets has something to do with the strength of the stock. The listing of B. & O. in Berlin was made the occasion for a bull campaign sing in that stock. Barris, Gates & Co in their advices last night said: "Sentiment at the close was moderately bullish, and in the absence of any unfavorable occurrences in the Far East it is expected that prices will improve from

> It is understood that the Western bull contingent feels aggrieved at Wall Street's refusal to take it seriously and in good faith. The tone of private advices going out of Wall Street to London and elsewhere is one of extreme scepticism. This is especially market, and that subsequent opposition on the part of those same interests and most

Content, the Wormsers and Henry & Co. were large buyers on the advance. Watson & Herbert were sellers around 50. Traders were inclined to resist the movement. owing to the question that was raised as to the accuracy of the news that a decision favorable to the Amalgamated Copper Company had been rendered in the Boston & Montana case. The news was not completely verified for more than an hour after it was

JUTE FIRE KILLED THREE. Fireman Peter Gaffney of Engine 188

Succumbs to His Injuries. The fire in the jute mill of the American Manufacturing Company, West and Noble streets, Greenpoint, which began on Sunday night and ended yesterday morning caused the death of three firemen. Christopher Drissel and Arthur Renk of Engine 138 succumbed on Sunday night and Peter

Gafiney, also of Engine 138, died yesterday in the Eastern District Hospital.

Battalion Chief McCarthy, who was taken to his home, was out of danger last night, and Battalion Chief Rogers, who was burned about the face and the top of his head, was balk on duty. was burned about the face and the top of his head, was back on duty.

Drissel was 32 years old, had been eight years in the Fire Department and lived with his wife, child, mother and sisters at 284 Graham avenue. Funeral services will be held to-morrow night and the burial will be in Evergeory Complexy on Thursteen

will be in Evergreens Cemetery on Thursday. A detail of firemen from each company will attend the funeral. The funeral of Gaffney will take place on Thursday morning from the Roman Catholic Church of St. Cecilia, at Herbert and North Henry streets, and the interment will be in Calvary. Gaffney was 22 years old and had been married only a few months. His mother lived with him in his home, 108 Java street. Renk was 24 years old and like Gaffney was appointed a fireman only last October

GUILTY IRON WORKS PRESIDENT. Raab in the Tombs, Admitting Part in Insurance Fraud.

Renk also was married only a few months ago and lived at 207 Nassau street.

William H. Raab, president of the Raab Iron Works of South Brooklyn, pleaded guilty yesterday before Judge Newburger in guilty yesterday before Judge Newburger, in the General Sessions to an indictment for presenting a false proof of loss to a fire insurance company. Mr. Raab was sent to the Tombs until Wednesday, when he is to be sentenced. What he did was to have his concern give a bill for \$483, for services never rendered and repairs never made by that concern, to G. E. Huntley, owner and captain of the steam barge Oregon, after it had been burned. Huntley, who was boosting his loss claims, was to have was boosting his loss claims, was to have been sentenced yesterday, but it was decided to impose sentence to-morrow on him also. He has pleaded guilty. It is the custom, according to Assistant District Attorney Garvan, for many merchants to give similar bills for like purposes. He says that Mr. Raab's plea may bring home to them the fact that such an act is a felony. to them the fact that such an act is a felony.

MARINE INTELLIGENCE.

HIGH WATER—THIS DAT.
Sandy Hook. 7:54, Gov. I'd. 8:26; Hell Gate. . . 10:10

Arrived — Monday, Feb. 1.

Ss Etruria, Liverpool, Jan. 23.

Ss Minnenaha, London, Jan. 21.

Ss La Champagne, Havre, Jan. 23.

Ss Kansas City, Swansea, Jan. 16.

Ss Afghan Prince, Shields, Jan. 18.

Ss Oro, Yokohama, Oct. 26.

Ss Constance, Cardenas, Jan. 22.

Ss Yucatan, Colon, Jan. 26.

Ss Olinda, Cardenas, Jan. 16.

Ss Solinda, Cardenas, Jan. 18.

Ss Natigator, Maracaibo, Jan. 23.

Ss Antilla, Nassau, Jan. 23.

Ss Maverick, Port Arthur, Tex., Jan. 28.

Ss Proteus, New Orleans, Jan. 27.

Ss El Rio, Gaiveston, Jan. 26.

Ss City of Macon, Savannah, Jan. 24.

Ss Danla, Perth Amboy, Feb. 1.

Ss Manna Hata, Baltimore, Jan. 30. Arrived-Monday, Feb. 1.

Ss Kalser Wilhelm II., from New York at Cher-Ss Kroonland, from New York at Antwerp. SAILED FROM FOREIGN PORTS. Ss Pennsylvania, from Plymouth for New York.

OUTGOING STEAMSHIPS.

Sail To	-day.	
	Mails Close.	Vessels Sail.
Frankfurt, Bremen	7 30 A M 8 30 A M 5 30 A M 12 60 M 9 30 A M 6 20 A M	10 00 A M 10 00 A M 11 00 A M 8 00 A M 8 00 P M 1 00 P M 11 00 A M
Apache, Charleston Monroe, Norfolk El Valle, Galveston	•••••••	3 00 P M 3 00 P M 3 00 P M
Sall To-1	norrow.	
Majestic, Liverpool	6 30 A M	10 00 A M
British Empire, Antwerp. Proteus, New Orleans Alamo, Galveston Princess Anne, Norfolk		12 00 M 3 00 P M 3 00 P M
Merchant Prince, Argen- tina. Maraval, Trinidad	1 00 P M 10 00 A M	8 00 P M 1 00 P M
Sall Thursdo		
La Champagne, Havre. Prinz Adeibert, Naples. Monterey, Havana; Trinidad, Bermuda Jason, Tampteo Corinthian, Glasgow Jamestown, Norfolk El Sud, Galveston	7 00 A M 7 30 A M 8 00 A M 8 00 A M 12 00 M	10 00 A M 10 00 A M 11 00 A M 10 00 A M 3 00 P M 12 00 M 8 00 P M 8 00 P M
	-	

y	INCOMING STRAMSHIPS.	
d	Due To-day.	
g	St Fillans	1
-	Norge	1
a	Ethland	1
	Bluecher	ě
	Pocahontas	3
n	Kalser Wil'm der Grosse. Bremen Jan.	:
١,	Columbia Glasgow Jan Hohenzollern Genoa Jan	:
n	Bovic. Liverpool. Jan.	
d	Concho	•
	ArapahoeJacksonvilleJan.	3
У	San MarcosBrunswickJan.	2
-	Due To-morrow.	
f	OceanicJan.	2
-	Anchoria GlasgowJan.	2
t	TerenceJan.	1
100	El Monte	-
t	Arapahoe Jacksonville Feb. Nacoochee Savannah Jan	
8	Nacoochee Savannan	•
0	Due Thursday, Feb. 4.	
d	Brandenburg BremenJan.	2
e	Indiana	2
-	Due Friday, Feb. 5.	
	La Lorraine	:
r	El Alba New Orleans Jan.	ě
n	Due Saturday, Feb. 6.	
0	New YorkJan.	3
0	UmbriaJan.	-
	Jersey City Swansea Jan.	24.0
5	ComalJan.	•
-		

Court Calendars This Day.

Court Calendars This Day.

Appellate Division—Supreme Court. Nos. 1, 3, 5, 6, 7, 9, 11, 13, 18, 18, 19, 20, 25, 27.

Supreme Court—Appellate Term.—Appeal from order of City Court. Nos. 5—Appeals from judgments of City Court. Nos. 7, 12, 14, 16.—Appeals from Municipal Court called at 10:30 A.M. Supreme Court—Special Term.—Part I.—Motion calendar called at 10:30 A.M. Supreme Court—Special Term.—Part II.—Motion calendar called at 10:30 A.M. Supreme Court—Special Term.—Part II.—Motion calendar called at 10:30 A.M. Part III.—Exprementers. Nos. 417, 385. Preferred Causes—Nos. 4345, 4346, 4370. General calendar—Nos. 3302, 4640, 4661, 2159, 3462, 3330, 4457, 3796, 3833, 4669, 4698, 1621, 2033, 3008, 2816, 2441, 2579, 2531, 2537, 2552, 2587, 2085, 2690, 26974, 2705, 2707, 2708, 2720, 2720, 2732, 2732, 2737, 2731, 2736, 2864, 592, 507, 607, 661, 2919. Part IV.—Clear. Cases from Part III. Part V.—Clear. Cases from Part III. Part V.—Clear. Cases from Part III. Part VII.—Clear. Cases from Part III. Part VIII.—Clear. Cases from Part III. Trial Term.—Part II.—Clear. Short Causes—Nos. 13612, 12734, 13300, 13040, 13857, 13550. Part III.—Case unfinished. Nos. 4549, 4649, 13504, 4536, 4622, 2320, 2925, 11789, 4244, 4579, 2875, 4289, 4885, 4624, 4658, 4667, 4667, 4667, 4667, 4667, 4667, 4667, Part IV.—Case unfinished. Cases from Part III. Part V.—Case unfinished. Cases from Part III. Part VII.—Case unfinished. Cases from Part III. Part VIII.—Clear. Nos. 4319, 4593, 4410, 4389, 4793, 4610, 4710, 4714, 4717, Part XII.—Clear. Case from Part VIII. Part XII.—Clear. Cases from Part VIII. Part

market, and that subsequent opposition on the part of those same interests and most of the big traders has made it almost an impossibility for the Western crowd to distribute stocks. Commission business yesterday in the looks of the cotton speculation, are advising to the present.

Business Troubles.

Business Troubles.

Frank E. Bernstein, merchant tailor at 253 Grand street, made an assignment yesterday to James H. Young.

Judge Holt has granted a discharge in bank-rupty to Mrs. Anne N. Van Oost, publisher of the Art Amateur Liabilities, \$21,020.

The Khedivial Company, manufacturers of Carrettes at 278 and 280 West Broadway, has compromised with creditors at 30 cents on the dollar.

In the dollar.

In the part of those same interests and most of the big traders has made it almost an impossibility for the Western crowd to distribute stocks. Commission business yesterday to dislike the looks of things, especially the looks of the cotton speculation, are advising to the present.

A large short interest was disclosed in Amalgamated Copper yesterday in the course of that stock's rather sensational advance the Art Amateur Liabilities, \$21,020.

The Khedivial Company, manufacturers of clear.—Nos. 1812, 1903, 1841, 1764, 2817, 2818, 2828, 2829, 2830, 2831, 1832, 2838, 2828, 2837, 2838, 2838, 2837, 2838, 2838, 2837, 2838

FINANCIAL

\$10,000,000. The Long Island Railroad Company. Four Per Cent. Refunding Mortgage Gold Bonds

Principal payable March 1st, 1949. Interest payable semi-annually on March 1st and September 1st, in the City of New York.

Principal and Interest Unconditionally **Guaranteed by the Pennsylvania** Railroad Company.

Principal and interest payable in Gold Coin, without deduction for any tax or taxes which the Rall ad Company may be required to pay thereon or retain therefrom under any present or future law of the United States of America, or of the State of New York.

COUPON BOND IN DENOMINATIONS OF \$1,000 AND \$500, WITH REGISTRATION PROVISION AND PRIVILEGE TO RECONVERT REGISTERED BONDS INTO COUPON BONDS.

THE EQUITABLE TRUST COMPANY OF NEW YORK, Trustee.

Mr. W. H. Baldwin, Jr., President of the Long Island Railroad Company, under date of January/19th

"The 4% Refunding Mortgage Gold Bonds of the Long Island Railroad Company are to be secured by a mortgage on all the rallways and rallway property of The Long Island Rallroad Company, subject only to sectional and the unitied bonds outstanding, which now amount to a total of a little over \$26,000,000. THE PAYMENT OF THE \$10,000,000 BONDS NOW SOLD IS FURTHER SECURED BY THE UNCONDITIONAL GUARANTEE AS TO PRINCIPAL AND INTEREST, OF THE PENNSYL-VANIA RAILROAD COMPANY, ENDORSED ON EACH BOND. The Refunding Mortgage Gold Bonds are the direct obligation of The Long Island Railroad Company, and the authorized issue is limited in amount to \$45,000,000. Of the total authorized issue \$26,605,000 are reserved to take up the sectional and outstanding unified bonds, further issues of which have been abrogated. The proceeds of the \$10,000,000 bonds sold to you are to be applied to the corporate needs of the Company, among which are the following: (a) The reconstruction, at joint expense with the City of New York, of the ten miles of track between Bay Ridge and the terminal of the New York Connecting Rallroad. This route to be used for local traffic, and for a large through freight traffic between the Pennsylvania Raliroad and the New York, New Haven and Hartford Railroad. (b) The reconstruction of tracks on Atlantic Avenue in Brooklyn now in progress, at joint expense with the city. (c) Additional freight and passenger terminals; additional running tracks. (d) Additional equipment for both steam and electric service, etc.

"THE LONG ISLAND RAILROAD IS RAPIDLY BECOMING ONE OF THE MOST IMPORTANT RAILROAD SYSTEMS WITH TERMINALS IN NEW YORK CITY. BESIDES HAVING A VERY LARGE LOCAL TRAFFIC (WHICH WILL BE GREATLY INCREASED WHEN THE TUNNELS NOW UNDER CONSTRUCTION BETWEEN ITS TERMINI AND NEW YORK CITY ARE FINISHED, IT WILL FORM HARTFORD RAILROAD, FOR BOTH FREIGHT AND PASSENGER THROUGH TRAFFIC, AND TO AND FROM NEW ENGLAND TERRITORY. DURING THE LAST SEVEN YEARS THE REVENUE FROM TRAFFIC HAS INCREASED CONTINUOUSLY, AND THERE IS EVERY INDICATION THAT FROM THE CHARACTER OF THE BUSINESS, THE TRAFFIC AND EARNINGS WILL CONTINUE TO INCREASE VERY RAPIDLY. THE OUTSTANDING STOCK OF THE LONG ISLAND RAILROAD COMPANY IS \$12,000,000, OF WHICH \$6,797,000 IS OWNED BY THE PENNSYLVANIA RAILROAD

For further details as to the above bonds, reference is made to the letter from W. H. Baldwin, Jr., Esq. President, above referred to, and to the mortgage, copies of which may be obtained at the office of the

THE UNDERSIGNED WILL RECEIVE SUBSCRIPTIONS FOR THE ABOVE BONDS AT 99 PER CENT. AND ACCRUED INTEREST TO DATE OF DELIVERY.

THE SUBSCRIPTION LIST WILL BE OPENED AT THE OFFICE OF THE UNDERSIGNED AT 10 . M. ON TUESDAY, FEBRUARY 9TH, 1904, AND WILL BE CLOSED AT 3 P. M. OR EARLIER ON THE SAME DAY, THE RIGHT BEING RESERVED TO REJECT ANY APPLICATION AND TO AWARD SMALLEB AMOUNTS THAN APPLIED FOR. ALLOTMENTS MADE UPON SUBSCRIPTIONS ARE TO BE PAID FOR ON FEBRUARY 16TH, 1904, AGAINST TEMPORARY BOND CERTIFICATES ISSUED BY THE TRUSTEE, EXCHANGEABLE FOR ACTUAL BONDS AS SOON AS READY.

SELLSCHAFT in BERLIN, and at its Branch es in FRANKFORT and BREMEN, by Mesers.
M. M. WARBURG & CO., and by THE NORDDEUTSCHE BANK in HAMBURG, and by the SWISS BANKVEREIN and by Messrs. VON SPEYER & CO. in BASLE, thus securing for the bonds

Subscriptions will also be received in Boston by Messrs. KIDDER, PEABODY & CO., and in Philadelphia by Messrs. SAILER & STEVENSON. Application will be made to list the bonds on the New York Stock Exchange.

Kuhn, Loeb & Co.,

William & Pine Streets.

New York, February 2d, 1904

NORTHERN PACIFIC TERMINAL CO. OF OREGON.

In accordance with the provisions of the Deed of Trust of the Northern Facing Terminal Company of Oregon, the following bonds have been drawn for account of the Sinking Fund, viz.;

Nos. 96, 159, 242, 301, 396, 531, 568, 574, 750, 827, 879, 1013, 1737, 1845, 2049, 2088, 2001, 2966, 2852, 3113, 2854, 3891, 3622, 4002, 4009, 4112, and will be redeemed by The Farmers' Loan and Trust Company, Trustee, at its office, No. 16-22 William Street, pany, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, and Trust Company, Trustee, at its office, No. 16-22 William Street, And Trust Company, Trustee, at Its office, No. 16-22 William Street, And Trust Company, Trustee, at pany, Trustee, at its office, No. 10-22 within effects, on New York City, at 110 and accrued interest, on the 6th day of February, 1904, at which date interest will cease on the above bonds. THE FARMERS' LOAN & TRUST CO., Trustee,

New York, January 15th, 1904. New York, January 1stn, 1893.

TO THE HOLDERS OF THE DEBENTURE GOLD BONDS OF Standard Sanitary Manufacturing Company, Dated January 1st, 1800.

The undersigned Agent, under the Debentures above referred to, desire under authority of said Debentures, to expend the sum of Fifty thousand dollars (\$50,000) in the purchase of Debentures of said issue, provided such purchase can, in their opinion, be now made advantageously.

Offers of said Debentures may be sent to the ENICKERBOCKER TRUST COMPANY, 68 Broadway, on or before February 4th, 1804.

KNICKERBOCKER TRUST COMPANY, Agent. Frederick L. Eidridge, First Vice-President.

New York, January 5, 1804.

The stock of the GEORGE A. TREAD-WELL MINING COMPANY, 27 William Street New York, is considered by many conservative investors the best investment now offered on the market.

DODGE HELD WITHOUT BAIL. Texas Judge Refuses to Release Him Be fore the Habeas Corpus Hearing.

Houston, Tex., Feb. 1.-District Judge Ashe refused this evening to grant bail to Charles F. Dodge, pending the habeas corpus hearing, which was continued until next Friday morning. The hearing was called at 2:30 o'clock this afternoon and Dodge, pale and trembling, was produced before the Court. He was represented by A. H. Kaffenburgh of Howe & Hummell, New York, and Hunt & Myer of Houston. District Attorney Lea and Baker, Botts & Baker, representing New York interests, were for the prosecution. It was announced to the Court that

the requisition papers from the Governor of New York arrived this morning and had been sent to the Governor of Texas at Austin and would be returned to-morrow. Dodge's attorneys asked that the hearing be postponed pending the outcome of the hearing in Justice Marmion's court, where Dodge is charged with being a fugitive from justice. The Judge held a fugitive from justice. The Judge neid that he would not grant a bond previous to the hearing. The point was then waived and the prisoner remanded to the care of the police. Chief Ellis has permitted Dodge to occupy quarters at the Rice Hotel under surveillance of a special officer. This caused a reprimand for the chief by the City Council this evening. He was instructed that the police station was the place for prisoners place for prisoners
Dodge's physical condition is somewhat improved.

OCEAN STEAMERS.

CUNARD LINE TO LIVERPOOL VIA Queenstown. Etruria. Feb. 6, 9 A M | Campanla, Feb. 27, noon Umbria. Feb. 13, 2 P M | Etruria. Mar. 5, 8 A M | Ivernia, Feb. 20, 7:30 A M | Lucanla. Mar. 12, noon MEDITED AMERICAN SERVICE.

MEDITERRANEAN SERVICE.

Aurania...Jan. 26, 11 A. M.
Carrying Cabin and Steerage Passengers.
From Piers 51 52, North River.
Apply to the Cunard Steamship Co. Ltd., 29 Broadway, N. Y. VERNON H. BROWN, General Agent.

HOLLAND-AMERICA LINE New Twin-Screw Steamers of 12,500 Tons. NEW YORK-ROTTERDAM, via BOULOGNE. Sailing Tuesdays, at 10 A M.

Rotterdam. Feb. 2 | fAmsterdam Mar. 1 *Sloterdyk. Feb. 16 | Rotterdam. Mar. 8 Statendam. Feb. 23 | Noordam ... Mar. 22 †Steerage only. *Freight only.
Holland-America Line, 39 B'way, N. Y.

NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.
PLYMOUTH-CHERBOURG-BREMEN. Raiser. Peb. 9, 10 AM | Kronprinz, Mar. 22, 8 AM Raiser. Mar. 5, 10 AM | Kronprinz, Mar. 29, 10 AM Kaiser. Mar. 29, 10 AM K.Wm. II. Apr. 12, 1 PM OELRICHS & CO., 5 BROADWAY, N. Y. OCEAN STEAMERS.

Winter Cruises

Offer an unequalled opportunity for the tour-ist and pleasure-seeker; they vary in cost and duration to suit the plans and means of all who can arrange to escape the rigors of our severest Winter months.

To Nassau The West Indies and Bermuda

By the PRINZESSIN VICTORIA LUISE. Most perfect cruising vessel affoat. From New York March 8, 1804. From Nassau March 11, 1904. From Hayana March 14, 1904. RINGERY NASSAU, HAVANA, SANTIAGO DE CUIA (Cuba), PORT ANTONIO, KING-STON (Jamaica), SAN JUAN (Porto Rico), ST. THOMAS, BRIDGETOWN (Barbados), FORT DE FRANCE, ST. PIERRE (Martinique), BERMUDA, NEW YORK.

25 Days—\$175 and up On this trip steamer calls at NASSAU AND HAVANA first, where passengers who are SOUTH can join visiting all the interesting islands in the West Indies, including a stay of 30 hours in

Bermuda

and be back again in New York the day be-fore Easter. Bookings for Cruise leaving February 6 are now complete.

Around the World

1. cruise. Sept. 15, 1904, from New York. Sept. 15, 1804, 170m New York.
H. cruise.
Jan. 24, 1905, from San Francisco.
By the PRINZESSIN VICTORIA LUISE.
Each trip about 414 months. \$1,125 upward,
including R. R. across U. S.

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Gem of West Indies. Weekly sailing by steamers of Atlas Line Service. All steamers have been newly refitted and offer excellent ac-ONE WAY, \$40. ROUND TRIP, \$75. 23-DAY CRUISE WITH STOPOVERS, \$125. Inc. Jamaica, Colombia, Nicaragua, Costa Rica

Hamburg-American.

Rates include Berths and Meals.

Hamburg-American Line, 35-37 Broadway, N. Y.

Weekly Twin-Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG. Belgravia, Feb.6,8:30A.M. | Pennsylv'nia, Feb.20,7AM Bluecher, Feb.11,10A.M. | Patricia, Feb.27,1:30 P.M.

Mediterranean Service. New York-Naples-Genoa. By superb New Twin Screw Steamers. Cabin, \$50, \$60, \$75, Upward. According to Steamer.

HAMBURG-AMERICAN LINE.

Offices, 35 & 37 Broadway. Plers, Hoboken.

*Grill Room and Gymnasium on board.

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Between San Francisco, Honolulu, Yokohama,
Kobe, Nagasaki, Shanghai and Hong Kong.
Steamers leave San Francisco at 1 P. M.
Gaelle. Feb. 10 | Dorle. Mar. 5
China. Feb. 17 | Nippon Maru. Mar. 15
China. Feb. 26 | Siberia. Mar. 23
For freight, passenger and general information
apply at 349 Broadway, or 1 Broadway, Washington
Bidg., and 267 Broadway, N. Y. City.

Pennsylvania

STATIONS FOOT OF WEST TWENTY THIRD STREET AND DESBROSSES AND CORTLANDT STREETS. t# The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7:55 A. M. FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louis-

Ing Cars. For Chicago, Indianapolis and Louisville.

9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping. Smoking, and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

10:25 A. M. FENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking, and Observation Compartment Cars. For Chicago, Cleveland, Toledo, and Detroit.

1:55 P. M. CHICAGO AND ST.LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

1:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. For Chicago Toledo, and Cleveland. Dining Car.

2:55 P. M. ST. LOUIS EXPIESS.—For Pittsburg. Cincinnati, Indianapolis, Louisville, St. Louis Dining Car. For Gary, W. Va. (via Shenandosi Valley Route).

Valley Route).

5:85 P. M. WESTERN EXPRESS.—For Chicago.
Dining Car.

5:85 P. M. WESTERN EXPRESS.—For Chicago. For Toledo. except Saturday. Dining Car.
7:55 P. M. PACIFIC EXPRESS.—For Pittsburg. Toledo, and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.
8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis, and St. Louis.
9:55 P. M. PITTSBURG SPECIAL.—Daily for Pittsburg. Dining Car. WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH.

7:55, 8:25, *9:25, *0:10 (Desbrosses and Cortlandt Streets 10:20), *10:35 a.m., *12:35, 2:10 (Desbrosses and Cortlandt Streets 2:20), (3:25 "Congressional Limited," all Parlor and Dining Cars), *3:25, *4:25, *4:55 (Desbrosses and Cortlandt Streets 5:10), *9:25 p. m., 12:10 alight. Sunday, 8:25, *9:25, *10:55 a. m., *12:65 (3:25 "Congressional Limited," all Parlor and Dining Cars), *3:25, *4:25 (Desbrosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night. Parlor and Dining Cars), "3:25, "4:25, "4:55 (Desbosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY.—Express, 12:55, 3:25, 4:25 p. m., 12:10 night daily. "Southern's Palm Limited," *12:40 p. m. week-days.

ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily. "New York and Florida Special," 2:10 p. m. week-days.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily. "Seaboard Florida Limited." 12:55 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—135 a. m. week-days and 4:55 p. m. daily.

FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 3:25 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffet Parlor Cars and Standard Coaches on week-days. Parlor Smoking Car, Parlor Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week-days.

Sundays.

ZAPE MAY.—12:55 p. m. week-days.

LONG BRANCH, ASBURY PARK.—(Interlaken)
Sundays ocean Grove and Point Pleasant
(From West Twenty-third Street Station, 8:55
a. m., 12:25, 3:25, 4:55 p. m., and 12:10 night, weekdays. Sundays, 12:10, 9:25 a. m., and 4:55 p. m.

From Desbrosses and Cortlandt streets, 9:00
a. m., 12:30, 3:40, 5:10 p. m., and 12:15 night weekdays. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILABELPHIA

days. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILABELPHIA.

6:05, 7:25, *7:55, 8:25, 8:55, *9:28 (9:55 St. Louis Limited). *10:10 (Desbrosses and Cortlandt streets. 10:20), *10:25 (Penna. Limited). *10:55, 11:55 a. m.; *12:55, 1:55, 2:10 (Desbrosses and Cortlandt streets. 2:20), 2:55, *3:25, 3:25, 4:25, *4:25, *4:25, *14:55, 11:56, 8:25, 9:25 (Penna. Limited). *10:55, 8:25, 9:25, 9:25 (Penna. Limited). *10:55 a. m., *12:35, 13:56, 9:25 (Penna. Limited). *10:55 a. m., *12:35 penna. *10:55 a. m., *10:

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND.



You can go any day but Sunday to NORFOLK. OLD POINT COMFORT, RICHMOND, VA., WASHINGTON, D. C.

Tickets and Stateroom reserva-tions at Pier 26, North River, N. Y. Telephone 1580 Franklin.

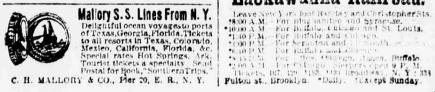
MEDITERRANEAN AZORES
GIBRALTAR, ALGIERS,
MARSEILLES, GENOA,
NAPLES, ALEXANDRIA,
Republic (New). Feb. 13, Mar. 26
Romanic. Feb. 27, Apr. 9, May 14
Mar. 12

BOSTON QUEENSTOWN. SERVICE.
LIVERPOOL SERVICE.
Apply to 9-11 Broadway, N. Y. WHITE STAR LINE.

Majestic. Feb. 3, 10 A.M. | Celtic. Feb. 17, 6 A.M. Oceanic. .. Feb. 10, 1 P.M. | Cedric. . Feb. 24, 11 A.M. Pler 48, North River. Office, 9 Broadway, New York

PLYMOUTH—CHERBOURG—SOUTHAMPTON. St. Louis, Feb. 6, 9:30 AM | St. Paul, Feb. 20, 9:30 AM New York, Feb. 13, 9:30 AM | Phila. . . Feb. 27, 9:30 AM New York, Feb. 13,030. AM | Phila..., Feb. 27, 9:30 AM | RED STAR LINE. | NEW YORK—ANTWERP—PARIS. | Finland, Feb. 6, 10:30 AM | Krini'd, Feb. 20, 10:30 AM | Vasieri'd, Feb. 13, 10:30 AM | Zeeland, Feb. 7, 10:30 AM | Piera 14 and 15, N. R. Office, 73 Broadway, N. Y.

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Only first-class passengers carried. FOR BATES, ETC., APPLY AT 1 BROADWAY.

NEW YORK

Via Niagara Falls.

Trains arrive at and depart from Grand Central Station, 42d Street, New York, as below:

North and westbound trains except those leaving at 8:30, 11:30 A, M, 2:45, 3:50, 11:30 P, M, without at 12th street to receive passengers ten minutes after leaving Grand Central Station. stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10

A. M.—MIDNIGHT EXPIRESS.—Due Abany 5:55 A. M., Troy 6:40 A. M.

7.54

A. M.—SYRACUSE LOCAL—Stops at all important stations.

8.30

A. M.—LEMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:45. Nagara Falls 5:35 P. M.

A. M.—FAST MAIL.—24 nours to Chicago Due Buffalo 4:45. Nagara Falls. 8:02.

10.30

A. M.—PAST MAIL.—24 nours to Chicago Due Buffalo 1:00. Nagara Falls. 8:02.

11.30

A. M.—PLOCAL EXPRESS.—Makes local stops.

12.50

P. M.—SUFFANC LIMITED.—Due Buffalo 1:00 P. M., Nigara Falls. 11:56 P. M.

1.00

P. M.—SUFFANC LIMITED.—Due Chicago Via Michigan Central 230

2.45

P. M.—*The 20th CENTURY LIMITED.—26 hour train to Chicago Via Michigan Central 230

2.45

P. M.—*The 20th CENTURY LIMITED.—26 hour train to Chicago Via Lake Shore. Electric light and fans.

3.30

P. M.—*The 20th CENTURY LIMITED.—Due Albany 6:40. Troy 7:05:P. M.

2.45

P. M.—*DETRHOT, GRAND RAPIDS and CHICAGO SPECIAL, 24 hours to Chicago Via Michigan Central.

4.00

P. M.—*DETRHOT, GRAND RAPIDS and CHICAGO SPECIAL, 24 hours so Chicago Via Michigan Central.

4.00

P. M.—*DETRHOT, GRAND RAPIDS and CHICAGO SPECIAL, 24 hours so Chicago Via Michigan Central.

5.30 P. M.—VACIFIC EXPRESS.—Chicago via Michigan Central.

5.30 P. M.—LAKE SHORE LIMITED.—284 hour train to Chicago. All Philman ears. Died Cheveland 7:03 A. M., Checknatt 250. Indianapolis 3:10, Chicago 4:00, St. Louis 9:45 P. M.—WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C. 7.00 P. M.—*MONTREAL EXPRESS.—VIA D. 4 H. or Rutland.

7.30 P. M.—*BUFFALO AND MONTREAL EXPRESS.

8.00 P. M.—*BUFFALO AND TORONTO SPECIAL.

9.20 P. M.—*SOUTHWESTERN SPECIAL. 9.30 P. M.—PACIFIC EXPRESS.—Chicage #1
130 P. M.—CHICAGO THEATRE TRAIN.—
Watertown, Ogdensburg, Buffald, Detroit.
Chicago and St. Louis.
Daily, JExcept Sunday, JExcept Monday.

HARLEM DIVISION.

906 A. M. and 3.35 P. M. daily, except Sunday, to Pittsheld and North Adams. Sundays at 9.20 A. M. Pullman cars on all propurt trains.

Trains illuminated with Thitsch fight.

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25 Union Sq. W., 275 Columbus av. 275 West 125th st., Grand Central and 125th st. stations, New York, S38 and 726 Fullon St. and 106 Broadway, Brooklyn.

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BOSTON AND ALBANY RAILROAD.
Trains leave at 19:02 A. M., 112:00 noon, '4:00 P.M.,
Tlickets at New York Central Ticket Offices, 167,
415 and 12:18 Broadway, and at Grand Central Station.
A. H. SMITH. GEORGE H. DANIELS.
Gen'l Manager. Gen'l Pass'r Agent.

(New York Central & Hudson River R. R., lessee.)
Trains leave Franklin St. Station, New York, as follows, and 15 min, later foot West 42d st., N. R.: "7:00 A.M.—For lutermediate points to Albany."
111:20 A.M.—Gu Hudson and Mohawk Express.
12:25 P.M.—Cont.Lim., for Detroit, Chl. & St.Louis.
13:45 P.M.—Cont.Lim., for Detroit, Chl. & St.Louis.
13:45 P.M.—Gu For Hudson River points & Albany.
16:00 P.M.—For Roch., Buffalo, Clev'd & Chicago.
16:00 P.M.—For Roch., Buffalo, Detroit & St. Louis.
10:15 P.M.—For Syra, Roch., Niag, Falis, Det. & Chl.
10:15 P.M.—For Syra, Roch., Niag, Falis, Det. & Chl.
10:19 P.M.—For Syra, Roch., Niag, Falis, Det. & Chl.
10:19 P.M.—For Syra, Roch., Niag, Falis, Det. & Chl.
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10:19 P.M.—For Syra, Roch., Niag, Falis, Det. & Chl.
10:19 P.M.—For Sy

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FALL RIVER LINE, via Newport and Pail River.
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EASTON. BETHLEHEM. ALLENTOWN AND MAUCH CHUNK-24:90 (7:15 Easton only).

9:10 A. M., 1:20, 4:40, 5:90 (6:45 Easton only) P. M.
Sundays 24:25 A. M., 1:00, 5:30 P. M.
WILKESBARRE AND SCHANTION-24:90, 9:10
A. M., 5:90 P. M. Sundays, 24:25 A. M., 1:00 P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT-24:90, 9:40 A. M., 1:30
(3:40 Lakewood and Lakehurst only), 4:10, a5:90
P. M. (6:07 P. M. Saturdays, Sundays, 6:40 A. M.
ATLANTIC CITY-9:40 A. M., 1:340 P. M.
VINELAND AND BRIDGETON-24:90 A. M.,
(1:30 P. M.)

ATLANTI CHIT-930 A. M. 13-30 P. M. (1:30 P. M.)

(1:30 P. M.)

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24-300, 8:30, 11:30 A. M., x1:20, 4:45, 5:30, 6:30, 11:30 P. M. Sundays, except Ocean Grove, 9:00 A. M., 4:00, 8:30 P. M.

PHILADELPHIA — (READING TERMINAL)—4:25, 17:30, 18:00, 9:00, 11:00 A. M., 11:200, 19:00, 19:30, 19:30, 19:30, 19:30, 10:30 P. M., 12:15 mdt.

24TH AND CHESTNUT STREETS—4:25, 19:30, 10:30, 11:35 A. M., 11:00, 13:40, 15:00, 17:00, 19:25 P. M., 12:15 mdt.

READING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—1:00, 21:25, 19:30, 19:10, 11:30, 1 except Sunday, 48unday only, Parlor cars only, With Tamaqua, xSaturdays, aExcept Saturdays, Offices; Liberty St. Ferry, South Ferry, 6 Astor House, 187, 281, 434, 1300, 1254 Briedway, 182 Fifth Av., 25 Union Square West, 152 Fast 125th St., 278 West 125th St., 245 Columbus, Av., New York; 4 Court St., 344, 880 Fulton St., Ellyn; 288 Bway, Wimsburg, N. Y. Transfer Co. calls for and checks baggage to destination.
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Chicago, Pittsburg. 19216 nt. 1235 nt.

Chicago, Columbus. 12255 pm. 1360 pm. Diner Pittsburg. Cleveland. 4.35 pm. 1540 pm. Lim'd "Pittsburg Limited." 625 pm. 1560 pm. 1860 pm. Buffet Cincinnati, St. Louis 1935 pm. 12215 nt. Sleeper Cincinnati, St. Louis 1935 pm. 17.00 pm. Buffet Cincinnati, St. Louis 1935 pm. 17.00 pm. Buffet Norfolk. 11235 pm. 1190 pm. Diner Only. 1011, 261, 261, 1360 Pm. 1040 pm. Offices. 167, 261, 424, 1360 Broadway, 6 Astor House, 108 Greenwich St., 25 Union Suiace W., 391 Grand St., N. Y.: 343 Fulton Street, Brooklyn: South Ferry and Liberty Street. Baggarge checked from hotel or residence to destination.

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